

U. S. WEATHER BUREAU, APRIL 12—  
Last 24 hours' rainfall, .01 Temperature, max  
75; min, 62. Weather, fair to cloudy.

Established July 4, 1894.

SUGAR.—96° Test Centrifugals, 4.95c; Per  
Ton, \$99.00; 88 Analysis Beets, 14s 4 1-2d; Per  
Ton, \$102.40.

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HONOLULU, HAWAII TERRITORY, THURSDAY, APRIL 13, 1905.

PRICE FIVE CENTS

## HONOLULU'S QUARANTINE STRUCTURES

### Leprosy Station--Census of Island Chinese--Sergeant's Visit--Amend- ed Immigration Laws.

(Mail Special to the Advertiser.)

WASHINGTON, D. C., April 1.—The improvements for the quarantine station at Honolulu, for which Congress appropriated \$80,000 in the act approved March 3, 1903, appear now to be assured at an early day. These appropriations included \$55,000 for a wharf, \$10,000 for a runway, \$10,000 for a retaining wall, and \$5,000 for a laundry. The plans for these improvements have been prepared by Superintendent Joseph W. Roberts, at San Francisco, in charge of a branch of the supervising architect's office there, have been formally approved by Surgeon General Wyman of the Marine Hospital Service, and are now before Secretary of the Treasury Shaw for his approval. It is the expectation that they will be forwarded to Honolulu in the course of a week or two and that advertisement will be made at once for bids to construct these works.

One of the chief causes of the delay has been difficulty in agreeing upon the construction of the wharf. Some time ago Dr. Cofer, the Marine Hospital surgeon in charge of the quarantine regulations at Honolulu, forwarded here plans for these improvements. His plans did not meet with the full approval of officials in Washington. The result was that other plans had to be drawn. It requires months to get a set of plans through the office of the supervising architect of the Treasury, where work is always crowding the official force and where different projects have to take their turn.

As the plans are now drawn it is contemplated building the wharf on piers, the piles of which are surrounded by concrete. This is to prevent the ravages of the teredo. Furthermore, Gen. Wyman and the Treasury officials are anxious to have a wharf that the big steamships can come alongside of without injury to its construction. The increase in the size of the Pacific ocean steamships has accordingly made it necessary to construct the wharf more securely than might otherwise have been the case.

Dr. Wyman said today that his trip to Hawaii, if he made it at all, would have to be later on, probably in May. "We have already discussed the style of buildings necessary for leprosy study in Hawaii," said he. "We have also discussed various methods of studying leprosy when the work is begun, but there is nothing definite and will not be, till we have opportunity to confer with the Territorial Board of Health. If I do not go to Hawaii myself a representative of the office will go. I find that the meetings of several medical associations will keep me here till about the middle of May. I think I shall be able to start then on a visit to the islands."

Mr. F. N. Bechtel, in charge of the immigrant station at Honolulu, was here for a brief visit a few days ago, but went on to his old home in Philadelphia. He has been suffering much from rheumatism, which has materially marred the pleasure of his vacation. He had a long talk with Immigration Commissioner F. E. Sargeant. This dealt chiefly with the progress made in the construction of the immigrant station at Honolulu and the plans for furnishing it. Probably Mr. Bechtel will be back here next week on his way to the Pacific Coast. He now expects to sail from San Francisco about April 13.

"I have been receiving photographs from time to time of the work in progress at Honolulu," said the Commissioner General today. "The station is practically completed, but I intend to have it furnished and fixed up in an attractive way. Some time in May

I intend to go to Honolulu for a visit of inspection."

Mr. Sargeant was asked whether he would look into labor conditions on the Islands during his stay there.

"I am not going for that purpose," he replied, "but wherever I go I am always looking about for any information touching upon the situation of laborers."

#### A CENSUS OF CHINESE.

The Commissioner General said that a census of the Chinese in Hawaii would, as far as possible, be taken just as it is being taken here in the United States and its Territories on the mainland. He had on his desk a big bunch of manuscript, which was a census of the Chinese in the Territories of New Mexico and Arizona. The Commissioner General did not indicate that his officials would be able to secure a complete census of the Chinese either in Hawaii or on the mainland, but that they would secure the names and residences of all the Chinamen possible, with a view to assisting them hereafter in telling better when a Chinaman has been smuggled into the country. He has made up a record of the disposition of Chinese seeking admission to this country during the four weeks ending February 25 last. This shows that 122 were admitted, of whom 84 were admitted at San Francisco. Twenty-three were deported, of whom fifteen were deported from San Francisco. Of the 122 admitted, 27 were United States citizens; 24 returning laborers, 36 returning merchants, 8 other merchants, 11 members of merchants' families, and 16 were other exempt classes. The 23 deported included the following classes: Five United States citizens, two returning laborers, seven returning merchants, three other merchants, two members of merchants' families, four other exempt persons.

#### AMENDMENTS TO IMMIGRATION LAWS.

It is coming to be generally understood here that a big effort will be made next winter to secure extensive amendments to the immigration laws. Two years ago, when the immigration laws were extensively revised, it was supposed that the revision would stand for ten years at least. It may, but if that proves the case it will be only after some very serious contests. The increase of immigration this year has broken all records. For the six months ending February 28 last, it amounted to 405,569, as against 334,764 for the six months ending February 29, 1904, and 306,428 for the six months ending February 28, 1903. The immigration is of a pretty good class. The increase is attributed to no specific cause, further than the desire of European people to make a better living, which they think they can do in America. Many of the immigrants are coming from Russia. The number of Russian immigrants for the six months that ended February 28 last was 84,766, as against 49,166 for the six months of the similar period two years previously. This was an increase of 72 per cent, where the increase in immigration generally, large as it was, exceeded that of 1903 by only 32 per cent. The Russians who entered this country in February of this year were 11,998 out of a total immigration for the month of 67,117.

It is, of course, too early yet to say what the outcome of the agitation for a revision of the immigration laws will come to. There will be strong forces for revision, and likewise strong forces against revision. The demand for laborers is still very large in many sections of the country. This is notable in the South, where the planting of foreign colonies is proceeding extensively for the first time in the history of the government. The industrial development of that section has increased the demand for labor. The railroads are doing a great work in overcoming

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## FAMOUS CHAMPION OF PROHIBITION CAUSE NOW HERE



JOHN G. WOOLLEY, WHO IS HERE TO LECTURE.

Mr. Woolley, who ran against McKinley for President on the Prohibition ticket, arrived yesterday and will make a three weeks' stay in the Territory. He is a stirring public speaker and editor of The New Voice, the Prohibition organ. His opening address will be at the Y. M. C. A.

## HOWLAND ON GRILL

### Personal Features of The Official Reply to the Wharf Case.

With the examination of Superintendent of Public Works Holloway and of Assistant Superintendent Howland, the Brewer's wharf contract investigation came to a close last night, after a session which developed the important information that Assistant Superintendent Howland had had an unusual amount of enmity toward the American-Hawaiian Engineering & Construction Company, which eventually lost the contract to build the wharf, by court proceedings.

The examination of Mr. Howland was conducted mainly by Mr. Thurston, although some pertinent questions were asked by Mr. Withington, which gave an angle to the inimical feeling. These were:

"In whose house do you live, Mr. Howland?"

"Jack Lucas's, since January."

"He is the plaintiff in this case against the American-Hawaiian Engineering & Construction Company, is he not?"

"Yes, sir."

Mr. Thurston cross-examined Mr. Howland with a view to developing his competency to supervise the building of wharves, such as Honolulu requires, and this went into Mr. Howland's professional career very thoroughly. Howland worked for a Mr. Freeman for some years before he attended the Boston "Tech" school, which he left in 1897 before graduation, going back to Mr. Freeman, under whom he surveyed constructed factories for fire insurance concerns. Then he was with Mr. Leavitt of the Colunet-Hedra Mining company at Cambridgeport, drawing designs for mining machinery. Then he was with a concern building water-works. He went to Hilo and there constructed flumes for Olan and surveyed lands and did some surveying for the Puna railroad. He had never had any experience in building wharves before

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## R.T. & L. CO'S REJOINDER

### The Official Reply to Atty. General's Statement.

The following statement was made last night by the officials of the Rapid Transit Company:

The leading article in yesterday morning's Advertiser on "Andrews and the Rapid Transit Difficulty" is said by the officials of the company to be so full of glaring inaccuracies as to merit special denial. In the first place, they say that the insinuation of Mr. Andrews that immense revenues are pouring into the coffers of the corporation which should be divided with the Territory is not only misleading, but is a gross misstatement of fact. In the first place, the net income of the company for 1904, after deducting expenses and fixed charges from the receipts, amounted to about \$78,000, of which the stockholders received about \$52,000, the balance being applied on the purchase of new, large cars for the greater comfort and convenience of the traveling public. Of the gross earnings for the year, \$154,733.31 was paid into the Territorial Treasury in taxes and car licenses, an amount about equal to 30 per cent of the profits to the stockholders for the same period.

The franchise granted to the company is a contract under which, at the present stage of the development of the traffic of the city, no part of the surplus earnings is yet due the government, and any statement to the contrary is idle and misleading, being entirely inconsistent with the facts.

The next contention of the Attorney General stated baldly, eliminating its personal abuse of the management, is that the company is violating the speed statute and using a smaller number of cars at a high rate of speed in order to make its connections, in consequence of which he would have the public infer that ten deaths have resulted since the system was installed four years ago, and a large number of persons maimed and otherwise disabled. As a matter of fact, excessive speed above the legal limit did not contribute to

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## NO NEWS OF ANY BATTLE

### Admiral Togo Divides His Fleet Into Three Divisions For the Work Now In Hand.

(ASSOCIATED PRESS CABLEGRAMS.)

TOKIO, April 13.—Admiral Togo has divided his fleet into three squadrons, flying, main and reserve.

## RUSSIAN LAWYERS ARE FOR A DEMOCRACY

ST. PETERSBURG, April 13.—The national Congress of lawyers has decided to form a league of professional men to secure a democratic form of government in Russia.

Prince Orkotsky's demand for a court-martial has been granted.

United States Minister Meyer has presented his credentials.

## ASIATICS FOR CANAL.

WASHINGTON, April 13.—It has been decided to experimentally employ 2000 Japanese and 2000 Chinese on the Panama canal work.

## TRAVELLING MONARCHS.

CORFU, April 13.—The Kaiser has sailed for Italy.

PALMA, April 13.—King Edward and Queen Alexandra have arrived here.

## A REBUFF TO GERMANY.

PARIS, April 13.—Germany's efforts to get an international conference to fix the status of Morocco is unsupported by the powers.

## CHURCH SEPARATION BILL.

PARIS, April 13.—The Chamber of Deputies by a vote of 422 to 45 has adopted the first article of the church separation bill.

## PERILS OF THE RAIL.

VICKSBURG, April 13.—A passenger train rolled over an embankment here yesterday. Sixty-seven were injured.

## ROOSEVELT'S MOVEMENTS.

FREDERICK, Okla., April 13.—President Roosevelt will return from his hunting trip today and go to Colorado.

## AUSTRALIA INVITES TAFT PARTY.

MANILA, April 13.—The Governor of Australia has invited the Taft party to visit the commonwealth.

## JAPANESE RUSH BY SHIPLOADS

The Call says: Apparently aware of the growing opposition to the flooding of this country with Japanese emigrants, and fearful that the agitation will result in early action toward putting up the bars, the Japanese are making hurried arrangements to come here in greater numbers than ever before, and in this movement they are aided by steamship companies, who realize the profits that are to be made by transporting whole cargoes of the emigrants from Japan and Honolulu to this coast.

The American steamer Olympia, now on Puget sound, has been chartered to carry 600 Japanese from Honolulu to

Seattle for the Oriental Trading Company, which has, presumably, already found work for them on northern railroads. The Olympia is scheduled to sail from Seattle on April 5th, and it is reported that she will make several trips to the coast with the eager brown men. Their brethren, who have preceded them hither, have promised them good jobs, and there is little doubt that the promises will be fulfilled, even at the expense of the native bread-winners in this country.

The Oceanic Company's liner Alameda, plying between this city and Honolulu, is also to have a share of the Japanese emigrant business. As is well known, the Alameda has been bringing about 200 Japanese in her steerage quarters on every trip from the islands, but greater numbers have lately applied for passage, and when the Alameda was last in port part of her cargo space was arranged so as

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